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The firm lost heavily after the completion of the Central-Union Pacific in 1869. Wells, Fargo & Company merged with the six other major express companies in 1918 to form the American Railway Express Company.

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See also FARGO, WILLIAM GEORGE.

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Wasatch Livery Stable about 1900. Shown here in front of the valley is Frank Carlie.

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TRANSPORTATION

Transportation has been important to the economy of Heber and of industry progressed from the horse and buggy to the automobiles and trucks and airplanes.



The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hylton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hylton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber include the Heber Motor Company, 164 S. Main, which, along with the Pikes Peak Garage, has been in operation the longest; Hilton's 66 Service, 510 N. Main; Bob's Texaco Service, 391 N. Main; Ivan's Service, 210 N. Main; Lee's Service, 207 N. Main; Ray's Chevron Service, 199 N. Main; Ken's Texaco Service, 1 S. Main; Timp View Super Service, 750 S. Main; Wasatch Service, south end of main street; Cochran Garage, 414 E. Center; Johnson's Garage, 35 W. 1st S.; Town Service, 137 S. Main, and Neil's Service, 45 S. Main.

With the advent of the railroad the Charleston Co-op weighed and shipped sugar beets to the Lehi sugar factory and hay to the Utah market. The store itself was always a ready market for the farmer's other produce such as grain, butter, and eggs.

A good deal of personal history connected with the store could even be found on the back of the sliding door of one of the large showcases. Here were carved the names dates, and romances of the clerks.

The Co-op was later sold to George W. Daybell and Sons and eventually to William H. North of Charleston. When the Deer Creek Reservoir was built many of the Charleston families had to give up their lands and homes. The railroad and highway were moved from the town and the Charleston Co-op became only a memory.

The 1870's saw the successful development of both cooperative and individual merchandising businesses. In addition to those already described many others later opened stores. These included the Lindsay Brothers, William McMillin and Henry Alexander, the Rasband Brothers, Duncan's Variety Store, F. O. Buell, Turner and Sons, Koger's Notions and Varieties, and Clegg and Son's. In 1889 the first drug store opened in Heber under the management of a Mr. Bridge.¹¹

Advertisements in the Wasatch Wave in 1889 offer a rather nostalgic picture of business at the close of the period covered by this history. A visitor to the county, possibly a salesman (then called a drummer), could come in on the Heber and Park City Stage Line. The stage carried both freight and passengers and left Heber daily at 8:00 a.m. and Park City at 3:00 p.m. Good accommodations could be had at either the Duncan House or the Heber House, run by Mrs. Henry McMillin. Lunch at William Hannah's Heber City Bakery would be a staggering five to ten cents. A cloth salesman might call on

¹¹Wasatch Wave, December 14, 1889.

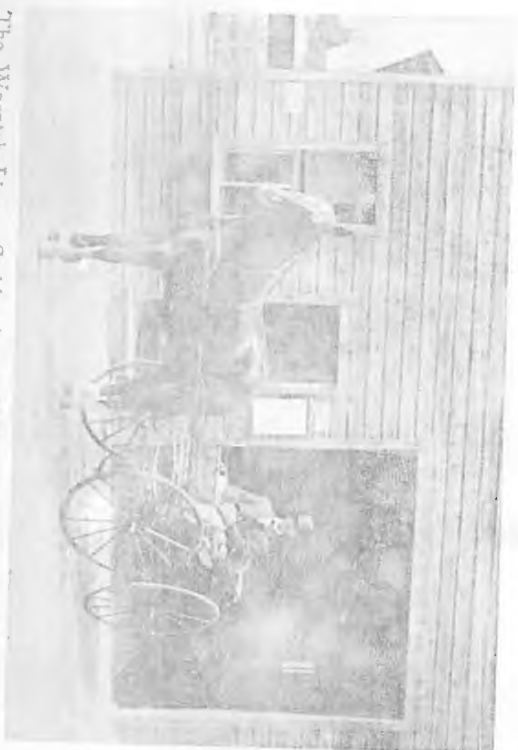
Sadie Zitting, a professional dressmaker, or V. R. Berglin, the tailor who was offering suits made to order from eight dollars up. A little liquid refreshment could be had at either the Heber or Wasatch Saloons, which also offered pure alcohol for medicinal purposes. Traveling around the towns of the county one could find one or more general stores, blacksmith shops, or meat markets that by now had become permanently established.

Pioneer trades shared importance with merchandising in the successful establishment of the Wasatch Communities. Among the settlers were many skilled artisans who upon arrival in Utah were delegated by the Church to duties in the new towns and cities in much the same manner as were church officials.

Blacksmithing was a trade of importance and long duration. Blacksmiths shod the horses and oxen, made yokes for the teams, and repaired wagons and farm implements. In Wasatch John Davison was the first blacksmith. His shop in the Fort in Heber was equipped with tools which he himself had made from scrap iron.¹²

Other trades familiar to the pioneer scene were harness makers, tanners, weavers, dressmakers, cobblers, and fur trappers. Many women engaged in business also, often making and selling hats woven from the local straw or baling or cooking.

¹²Ethyl Johnson, "Blacksmithing in Wasatch County," MSS, (Daughters of Utah Pioneers Historical Collection, Heber City, 1952), p. 1.



The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carille.

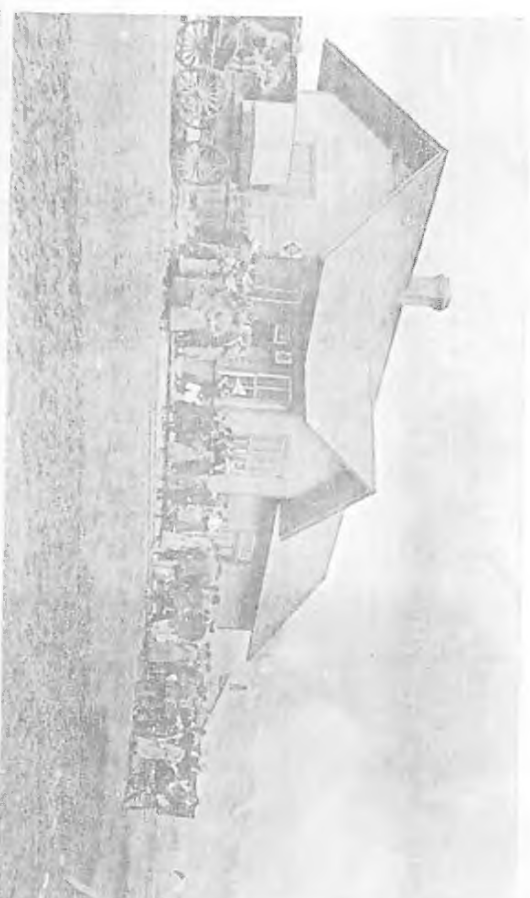
son, Andrew Mair, Jr., John Forman, Robert Montgomery, Byron Pierce, LaMar Watkins, Frank Murdock, Carl G. Anderson and Tom Parry. One other member of the trade, blacksmith Andrew Anderson, presented a paradox in that his specialty was watch repairing. He fixed the intricate mechanisms right along with his blacksmith work, though he never did any horse shoeing.

The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With the money now coming into the community, business began to pick up and new firms were established.

TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.



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